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Hongkong, 7th August, 1908. [716]

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Hongkong, 24th July, 1905. [a1476]

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Hongkong, 4th December, 1907. [a40]

**PRIVATE BOARD AND RESIDENCE**  
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Hongkong, 9th February, 1907. [1325]

**NOTICE.**  
THE fine Band of the "FUEBST  
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dinner at the ORIENTAL HOTEL, on  
FRIDAY, the 1st JANUARY, 1909.  
M. MATTHAEY,  
Proprietress.  
Hongkong, 29th December, 1908. [a1268]

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[a1623]



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Hongkong, 28th December, 1908. [29]

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All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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**BIRTH.**

On the 28th December, at No. 5, Mountain View, Peak, the wife of O. D. Thomson, of a daughter. [1702]

**MARRIAGES.**

On December 22nd, at Shanghai, JUDITH, youngest daughter of the late RICHARD MARRISON, Chief Assistant L. M. Customs, to MARCOS DE SOUZA.

On December 23rd, at Shanghai, GEORGE MONROE JACKSON, to EVELYN MARY, youngest daughter of Mrs. H. S. GOODFELLOW, Shanghai.

**DEATH.**

On December 22nd, at Shanghai, ALEXANDER MACLEAN, Canadian Government Trade Commissioner, aged 75 years.

HONGKONG OFFICE: 10A, DES VUEX ROAD C LONDON OFFICE: 131, FLEET STREET, EC

**The Daily Press.**

HONGKONG, DECEMBER 29TH, 1908.

The gratifying announcement was made by a *Gazette Extraordinary* yesterday that His Excellency the Governor, being satisfied that it is no longer necessary for the preservation of the public peace to continue in force the Proclamation issued under the authority of the Peace Preservation Ordinance 1886, has been pleased to direct that the Proclamation should be cancelled, and a notification is accordingly issued cancelling the same. "All's well that ends well." The action taken under the sanction of this Proclamation has evoked much public criticism, occasioned, however, more by the exaggerated rumours of contemplated action which obtained currency among the Chinese than by authoritative information of the steps the Government actually took or intended to take. When the riotous disturbances occurred in the early days of last month, it was patent to everybody, as we pointed out at the time, that something more was

necessary than the punishment of the coolies who were caught by the police perpetrating these outrages on the peace and order of the Colony. It was both desirable and necessary that the Government should endeavour to lay their hands upon the actual instigators of the disturbances—the men who were secretly influencing the public mind and indirectly, if not explicitly, inciting the mob to such acts of violence as were committed, not spontaneously but in accordance with a pre-arranged plan of operations. It was clear that there had been organisation, and the plain duty of the Government was to discover the organisers and effectually teach the Chinese community that these outrages cannot be perpetrated with impunity in a British Colony. The machinery for dealing with the position was ready to hand in the Peace Preservation Ordinance of 1886 and under its provisions certain banishment orders were issued against a few Chinese; eight in all, we believe, who were ascertained beyond question to have been prominently identified with the boycott movement. The great disadvantage of action taken under the Peace Preservation Ordinance is its comparative secrecy, and the great cause of complaint has been that banishment orders were issued without a public trial against men who denied the offence with which they were charged by the Government. Part III of the Ordinance clearly lays down the procedure in regard to deportation. It provides that whenever, during the existence of the Proclamation, it shall be represented by the Captain Superintendent of Police to the Governor-in-Council, on written information, that the removal from the Colony of any person not a natural born subject of the King, whether such person shall have been naturalised under the provisions of any Colonial Ordinance or not, is necessary for the public safety, it shall be lawful for the Governor-in-Council, if it shall appear to him, after making such inquiry as to him may seem sufficient, to be necessary for the public safety that such person should be banished from the Colony,

to issue a banishment order, &c. Every order of banishment made under this Ordinance has to be forthwith reported by the Governor to His Majesty's Principal Secretary of State for the Colonies. His Excellency the Governor, even were this procedure not explicitly enjoined upon him, by the Ordinance, is not the man to sanction deportation without satisfying himself of the truth of the allegations brought against the accused person, and we have every confidence that no man has been banished from the Colony without good cause. All, we believe, have now given the requisite assurances not to again offend in the same manner, and have been permitted to return to the Colony. The effect of Government action has been distinctly salutary, though the exaggerated accounts of the Government's action had the unfortunate result of paralysing trade for a time. It was the penalty of secrecy and now that normal conditions have been restored in the Colony the advisability of so amending the Ordinance as to provide for a public trial of the accused persons might well be set down among the questions for early consideration by the Legislative Council. More than twenty years have passed since the Peace Preservation Ordinance was enacted. The Chinese may be assumed to have a better appreciation of the fundamental principles of British rule and British justice than they had then, and, should occasion unhappily arise at any future time for the issue of a Proclamation under the Peace Preservation Ordinance, it must be evident that it would be to the advantage of the Government and the commercial community alike were the accused persons given a public trial, and the deportation orders issued only upon conviction by the regular Court of Law. To permit of this the amendment of the Peace Preservation Ordinance would seem to be necessary, and we suggest that the subject is one which may now reasonably be considered.

No case of communicable disease was reported in the Colony last week.

Macao is to have another newspaper, the *Nova Vida*, to be edited by Mr. L. Ayres da Silva.

At the Magistrate's Court yesterday Mr. J. H. Kemp sentenced a native to three months' imprisonment for entering a shop in Queen's Road East and stealing a quantity of cigars.

The man named Alfred Hall, who was recently extradited from Hongkong to Manila where he had been wanted on a charge of embezzlement, was sentenced to imprisonment for six years and a day.

Our Macao correspondent writes that, according to latest mail news, the Colony is to be guarded by three ships of war, the *Patrol*, *D. Amelia* and the *Adamastor*. The latter is coming from South Africa.

The Shanghai Dock and Engineering Co. Ltd. announces that an interim dividend of Tls. 250 per share, for the last half-year ending October 31st, 1908, will be payable to shareholders on January 5th next.

A Tientsin paper in a brief note condemning the gambling imports at Shanghai states that it learns from a reliable source that a large number of failures, including some Foreign Hongkong, is expected in the New Year.

An American named Hogan, formerly a sergeant in the United States Marine Corps, has been foully murdered in his house at Danalupan, Philippine Islands, by a native. The murder appears to have been committed with a bolo.

The Committee of the Shanghai Athletic Association have decided to hold the Shanghai Marathon Race—distance eighteen miles—on Saturday, the 13th March next, commencing at 2 p.m. The route of the race has not yet been decided on.

The fourth annual children's sports meeting under the auspices of the Kowloon Cricket Club is advertised to take place, under the auspices of His Excellency the Governor, on New Year's Day at the King's Park.

Before Mr. J. H. Kemp at the Magistrate's Court yesterday a Chinese woman was charged with stealing ten pearls valued at \$1,100 from the tenant of 25, Staunton Street. Two other natives, a man and a woman, were charged with receiving the pearls, and the case was remanded.

The Rev. E. W. Twining, the superintendent of the Chinese Mission at Hawaii, who has been appointed a delegate to the Opium Conference at Shanghai, is at present in Hongkong, and intends paying a visit to Canton to make inquiries in regard to the opium question.

The return of visitors to the City Hall Library and Museum for the week ending the 27th December, 1908, shows that of non-Chinese there were 232 to the Library and 98 to the Museum, and of Chinese 133 to the former and 2,085 to the latter. The Library was, therefore, used by 365 persons and the Museum by 2,183.

Sergeant Gordon charged eight natives before Mr. J. R. Wood at the Magistrate's Court yesterday with fighting at Chungshan. The defendants were found guilty, fined \$15 each and bound over in the sum of \$50 to be of good behaviour for six months. A similar sentence was passed on four coolies who were convicted on a charge of fighting in the Central Market.

While a German blue-jacket was purchasing a handkerchief from a stall in Queen's Road Central he felt a tug at his trousers pocket and turned in time to see a coolie running away with his purse. He pursued the thief, captured him and handed him over to the police. At the Magistrate's Court yesterday Mr. J. R. Wood sentenced the native to six weeks' imprisonment with hard labour.

We have received rules and regulations and the classification of the entries of the second annual Horse Show to be held at Manila on the 11th, 12th and 13th January. There are in all 49 classes, and some sixty cups are being offered for first and second prizes. An attractive booklet advertises both the Horse Show and the Manila Carnival which takes place from the 2nd to the 9th January. From a Manila paper we learn that one of the most satisfactory features of the coming Carnival is the great interest which local merchants are taking in all kinds of concessions. The Carnival headquarters are literally swamped with applications for space on the Carnival grounds. Last year the first Carnival was a matter of speculation. This year it is a "go" and all concessions are sure to be good paying propositions.

Lt.-Colonel Watson, late Commandant of the S. V. C., left Shanghai by the last English mail and was accompanied by the *N.C. Daily News* describes as unique in local annals. His carriage was drawn down to the jetty by eight artillery ponies, with outriders, and escorted by detachments of the Light Horse and the Mounted Infantry. At the Customs jetty a large number of volunteers from all units of the Corps were drawn up to bid farewell to their Chief. After inspecting them Colonel Watson went down to the jetty to find it thronged with people. Nearly all the officers of the S. V. C. and S. M. P. as well as representatives of the Customs, the Consulate, and the Municipal Council were present, and numbers of volunteers who had been unable to don their uniforms and fall in with their comrades were present in uniform. Loud cheers were given as the hour for the departure of the tender struck, and when the *Gutslaf* moved away from the jetty there was another enthusiastic outburst of cheering.

Particulars of the death by drowning of Mr. Barlow, of the firm of Messrs. Tait & Co. of Taipeh, recently announced in our columns, are now to hand. It appeared from the evidence given at the inquest that Mr. Barlow and Mr. F. C. Hogg went out in a boat on the river to have a swim. Mr. Hogg had got into the water and was swimming, when Mr. Barlow dived off the boat and unfortunately got into difficulties in deep water. Mr. Hogg went to the rescue and managed to get his friend to the shore. Subsequently, however, Mr. Barlow was carried away by the current. Mr. Hogg again went to his assistance and made a plucky attempt to get him to land. The drowning man clutched him, however, and, after a desperate effort to gain a place of safety, Mr. Hogg, finding that they were both drowning, was obliged to free himself and make for the shore, which he eventually reached with much difficulty in a completely exhausted condition. At the inquest held by the Japanese authorities the cause of Mr. Barlow's death was given as heart failure. The tragic occurrence caused the deepest regret among the foreign residents at Taipeh and much sympathy is felt with Mr. Hogg at the failure of his gallant efforts to save his friend.

**TELEGRAMS.**

["DAILY PRESS" EXCLUSIVE SERVICE.]

**DEATH OF A SUGAR KING.**

LONDON, December 28th.

The death is announced of Mr. Claus Spreckels, a wealthy American sugar merchant and a large shareholder in the Oceanic Steamship Company.

**THE TURKISH PARLIAMENT.**

LONDON, December 28th.

The Turkish Parliament has been inaugurated with complete success.

**VENEZUELA.**

LONDON, December 28th.

A peaceful revolution has been accomplished in Venezuela and everything is reported quiet.

**FRENCH PRESIDENT ASSAULTED.**

LONDON, December 27th.

President Fallieres was knocked down in the streets of Paris by an unemployed waiter. The President happily was uninjured.

**BOXING CHAMPIONSHIP.**

LONDON, December 27th.

Johnson has defeated Burns in the Boxing Championship at Sydney after a contest of fourteen rounds.

**CHINESE SEIZE ANOTHER STEAMER.**

CANTON, December 28th.

The Chinese authorities have seized the steamer "Tai On" near Chutan-shan and brought her to Canton.

It is alleged that the "Tai On" is not a British steamer, though she has been flying the British flag.

An inquiry is proceeding at the yamen of Admiral Li Tsun.

[The S.S. *Tai On* we learned on inquiry at the Harbour Office yesterday, is a British steamer owned by the *Tai On S.S. Company*. She is trading between Hongkong and Kowloon on the West River, and on her last trip a result of the collision thirteen people were drowned, and their relatives and the rescued junk people claimed \$4,000 as compensation from the owners of the steamer. The owners declined to entertain this amount, but offered to pay \$1,000. This was not deemed sufficient by the claimants and the result has been the seizure of the *Tai On* by two Chinese gunboats. At the time of the arrest of the steamer she had not her register on board, it being the custom, we understand, for her to leave it at her first port of call and obtain it on her return trip to Hongkong. The absence of the register would no doubt lead Chinese officials to the conclusion that the vessel was not British. The *Tai On* is commanded by Captain Lawrence and carries European officers.

We were informed last night that the steamer *Tai On* has been released, the Chinese Authorities having satisfied themselves that she is a British steamer.]

**[REUTER'S SERVICE.]**

**THE RIOTS IN PARIS.**

LONDON, December 26th.

Fifty-two police and Republican Guards were injured during the recent riots; fifty-six of the rioters will be prosecuted.

The unpopular medical examination has been withdrawn and M. Clemenceau has censured the chief of police for introducing police into the examination hall simulating candidates.

**ASSAULT ON PRESIDENT FALLIERES.**

LONDON, December 26th.

While walking in the morning in Paris with his secretary and A.D.C., President Fallieres was seized by the neck by a waiter named Mattis who tried to pull the President's beard. Mattis was arrested. He is supposed to be a Royalist. He grappled with the President and rolled him on the ground. President Fallieres, whose ear was scratched and stick broken, proceeded with his walk and lunched with his usual appetite.

**RUSSIA.**

LONDON, December 26th.

The Duma has adopted a resolution warmly sympathizing with the kindred Slav peoples, and hoping that the Government will safeguard their interests.

**JAPAN.**

[FROM OUR CORRESPONDENT.]

TOKYO, Dec. 17.

**A TRAMWAY COMPANY PROBLEM.**

The affairs of the Tokyo Railway Company are now, with the approach of the year end, attracting great attention, for it may be said without exaggeration that a crisis has arrived in the history of the company. The half-yearly meeting will be held on the 20th, when shareholders will be asked to give their approval to a balance sheet in which for the first time dividends are considered of secondary importance and large sums are set aside for depreciation and reserve. Even the directors forgo their customary bonus, 50,000 yen, because of their determination to reform the company's position. The accounts show a net revenue of 1,642,403 yen. Instead of using the bulk of this in a seven or eight per cent. dividend as on previous occasions the directors propose to dispose of it as follows:—To reserve for depreciation 500,000 yen, to amortisation fund 175,000 yen, to dividend 4 per cent. 870,000 yen, carried forward together with sum from last account, over 200,000 yen.

**THE NEW POLICY.**

No conservative business man could find fault with this balance sheet, but in a country where such substantial methods of business are not at all common, the balance sheet of the Tokyo Railway may be indeed described as novel. But it is necessary, and had it been the practice of the company from the first to look ahead in this way the shareholders would have been a more satisfied body of men to-day. Indeed, the conviction grows upon one the more the affairs of this company are studied that there has been mismanagement and short-sightedness from the first. When, a few years ago, the Tokyo Railway Company, with a subscribed capital of 60,000,000 yen, was formed by the amalgamation of the three existing tramway companies, an agreement was entered into with the city authorities, the one-sided character of which was not then realised. The company, apparently, blindly entered into this agreement, which bound it to the following conditions:—To surrender its whole property without compensation to the city 50 years from date; to pay a certain tax to the city from which the latter hoped to derive an income of about 300,000 yen; and to charge a fare fixed in consultation with the city. These conditions are hanging heavily on the neck of the company to-day. They were made in times of great business activity and expansion, and the representatives of the company were without the experience that they have had since.

**UNPROFITABLE EXTENSIONS.**

Apparently the item which has worked most to the disadvantage of the company in the above agreement is that compelling it to make extensions in the suburbs. The expense is heavy and the lines when in working order are unremunerative under the present system of fares by which for four sen passengers can travel any distance. Citizens not only reap an advantage from the tramway, and landlords an increase of property value, but the city derives great advantage from the improvement of streets. Wherever the lines go they carry reform. Narrow, crooked, ill-paved, unlighted, depressing suburban thoroughfares are straightened, broadened, lighted, and levelled up in a manner that must be very pleasing indeed to a negative local administration whose idea of mending roads is that of the backwoods. In short it may be said that the tramway carries civilisation with it in the suburbs but the unfortunate shareholder has to pay and get no profit in return.

**THE FARE QUESTION.**

Profitless, at least, will be his lot until the fares are increased. To the ordinary business mind this might seem an ordinary necessary of business, but not to one acquainted with business affairs in this country. First, of all, by the agreement itself, nothing can be done without the consent of the city authorities, and through these officials, the central Government authorities. These operations involve an amount of negotiation inconceivable to a more practical mind, suggesting in fact that a master of vital international importance was on the board instead of a paltry increase of fare. Then there is the opposition of a more or less corrupt Press and the more feared opposition of the lower classes, which might take the form of an smashing under the smallest incitement. These are forces the authorities have been unpleasantly reminded on previous occasions when the people have shown their displeasure at official acts. But still, the people are not blind to what is just. The company shows by its accounts that the present 4 sen fare is unremunerative, and perhaps this unanswerable argument will be more effective than have been the arguments on the subject pro and con hitherto, as the public have simply refused to be convinced while the company was paying the ordinary dividend.

**POSITION OF THE SHAREHOLDERS.**

The Tokyo Railway Company may be described as one of the largest Japanese and the largest foreign concern in this country. The subscribed capital is 60,000,000 yen of which 37,000,000 yen is paid up. Over 20,000 shares are held by foreigners, representing a million and a quarter yen paid up and foreigners are more largely interested in this than in any other concern, foreign or Japanese. A peculiar situation has arisen with regard to the new shares of the company. When the last call was made some months ago, owing to the stringency then prevailing, shareholders were given the option of paying in or paying the company interest at the rate of 7.5 per cent on their unpaid shares. Therefore if the coming shareholders' meeting adopts the present dividend of 4 per cent, holders of new shares who have not paid in will be debtors to the company to the extent of 3.5 per cent on their holding. Whereas it was universally anticipated that the company would declare the usual dividend—as it is able to do—leaving the unpaid new-share holders debtors to

the extent of 3 per cent, they are to be made debtors to the extent of 3.5 per cent. Thus one irregularity leads to another. The whole situation of the company is full of interest, and the coming meeting of shareholders will most likely be an exciting one.

**QUEENS OF THE PACIFIC.**

On the other side of the Pacific they are lamenting the decay of their mercantile marine, while Japanese owners are continuously expanding. These are thoughts as one looks at such a vessel as the new *Chigo Maru*, which has just left for Hongkong on her maiden voyage. The T.K.K. fleet is now worthy of the Atlantic, and if American legislators continue in the same conservative attitude regarding the principle of marine subsidies the time will soon come when the T.K.K., N.Y.K., and C.P.R. will share the Pacific passenger trade between them. The two former companies are making undisguised efforts in this direction and already almost monopolise the trade out of San Francisco and Seattle. We are on the eve, too, of developments further south, in Columbia and Chile, both of which countries are now "opened" to Japan by treaty of commerce, and the attractions of both are being more or less advertised in this country as fields for Japanese emigrants and commerce. In Tokyo there is established what is known as the Chilian Propaganda, which seems to be doing useful work in connection with industry here, especially agricultural industry. At a dinner given the other evening to Mr. Hiki, the newly appointed Minister to Chile, the positions in the South American States and the prospects of Japan in that region and in mutual trade were discussed. Mr. Asano, head of the Toyo Kisen Kaisha, was present and announced an arrangement between the Japanese Government and his company to open a service to Chile next year. In this way does the Government foster commerce with other countries, at the same time helping infant industry. There can be no question that this policy is the right one at such a stage of development as Japan is now in, and that the result will be the ultimate domination of the trade of the Pacific of vessels under the Japanese flag.

**GOVERNMENT HOUSE.**

Lady Lugard's first "At Home" since her return to the Colony was given yesterday, and it is unnecessary to say that it was very largely attended. Lady Lugard looks well and received a constant succession of congratulations upon her recovery from the indisposition which obliged her ladyship to leave Hongkong for the summer. The orchestral band of The Buffs was in attendance at the "At Home," and with dancing in the ball-room, and refreshments in the supper rooms and on the lawn, a pleasant couple of hours were spent.

This evening His Excellency the Governor and Lady Lugard are giving a dinner in honour of Their Excellencies the Japanese Ambassador and Madame Kato.

The following guests have been invited:—Sir Francis and Lady Piggett, and Miss Orley; the Hon. Mr. May, C.M.G., and Mrs. May; the Hon. Mr. and Mrs. Pollock; Admiral of the Fleet Sir James Erskine, K.C.B., Lady and Miss Erskine; Commodore, Mrs. and Miss Lyon; Captain Erskine R.N.; Captain Marquis L. Visconti; Captain Baron Meyer Hohenberg; H.E. Major-General Broadwood, C.B.; Colonel Darling B.E.; Lt.-Colonel Chamier, C.M.G.; and Mrs. Chamier; Captain Heathcote, A.D.C.; the Rt. Rev. the Bishop of Victoria and Mrs. Lander; Mr. and Mrs. Funston; Comm. and Mrs. Volpielli; Mr. Wilder; Mr. and Mrs. Scott.

**THE CHRISTMAS MAIL.**

A curious feature of this year's Christmas Mail was that people did not seem anxious to claim their parcels. Notwithstanding the notice in the newspapers that the Post Office would be open on Christmas morning when parcels would be handed over to the addressees, not many took advantage of this facility. Yesterday, however, saw very few left of the big parcels mail, and when it is remembered that the parcels for Hongkong numbered 1,199 it will be realised that the postal officials have not been idle.

It is interesting to learn that the rat poison introduced here kept the rodents away from the packages. Puddings, as usual, constituted a large proportion of this mail, and though some had no other covering than brown paper they were not attacked by the rats. Practically the only accident was to a "Merry Widow" hat which was consigned from London. As the average parcel mail is about 350, the figure already mentioned, 1,199, indicates a heavy Christmas parcel mail, heavier indeed than in previous years.

Statistics of the letter post are not available, but there can be little doubt that the number dealt with this year shows an advance on previous years, there being no less than 140 bags for Hongkong.

**CHRISTMAS ROBBERIES.**

During the holidays thieves are reported to have entered the Robinson Piano Co. store in Des Vaux Road, by breaking a pane of glass in one of the side windows and entering through the window. When the manager of the Company returned to the office yesterday he found the back door open and an examination revealed the fact that 100 Chinese gramophone records valued at \$120 had been stolen.

Another attempt was made to break into Dias Brothers' tailoring establishment, but was not attended with success, the thieves evidently being disturbed in their work.

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Chantante, Last Chantant and Special Skin Tonic and Poudre Chantant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.



## SHIPPING NOTES.

The cargo of the British steamer *Kaloma* which was destroyed by fire at Singapore was consigned to Manila. On board the *Kaloma* were 86,000 pesos worth of goods for the Bureau of Supplies and 2,000 new books for the American circulating library of Manila. Vast quantities of Christmas goods were among the cargo. Messrs. Erlanger and Gallinger, of Manila, are among the heaviest sufferers from the disaster, their loss including fourteen motor cycles and a large consignment of shoes for the enlisted force of the Philippine constabulary, manufactured under contract with that firm in the United States. The opening of the Palomar Park, Manila's Coney Island, will be retarded indefinitely by the sinking of the *Kaloma*, the fixtures and materials for which, imported by Mr. M. A. Clark and coming over on the vessel, having been lost. The wonderful scenic railway which was to delight old and young, at the great Tombo playgrounds, has found a resting place at the bottom of the sea, a plaything for the pranks of the funny dominions of the deep. The vessel was a modern freight carrier of 6,010 tons displacement, built only last year at Port Glasgow by R. Duncan and Co., Ltd. The *Kaloma* was owned by the Backus S. S. Lines, Ltd., and for some time past had been under charter to the American-Manuluan Steamship Company, plying between the Atlantic seaboard and Oriental ports.

The fire on the China Navigation Company's steamer *Tsuenan*, which occurred recently when the steamer was a few hours out from Kobe broke out among bales of cotton. This cotton had been loaded at Shanghai, and that portion of the lading affected by the fire was destined for Yokohama. There were on board at the time 480 bales of raw cotton and 200 packages of hemp, and the damage done is estimated at 50,000 yen. Most of the cargo was insured in Shanghai offices. It appears that a Japanese coolie was found in the hold in a very exhausted condition. When the officers were trying to trace "the small of something burning" they heard sounds of knocking in the hold, and thus discovered the coolie and the fire at the same time. Two boxes of matches were found in the coolie's possession, but no tobacco. He stated that he had been smoking in the hold, in company with other coolies, whilst working in the harbour of Kobe, but missing the boat, which conveyed the coolies back to shore, he concealed himself in the hold. It is believed, however, that the man was attempting to travel to Yokohama free of charge. He was handed over to the police.

We notice that the well known coaster, the *Kwong Sang*, lying at the Hongkong and Kowloon's West Point wharf is gaily decorated. This is not only in honour of the festive season, but because she is at present on her 100th regular trip from Shanghai and Swatow to Hongkong and Canton. She has met with great good fortune for during the whole time she has never, to use a nautical expression, broken a rope yarn. Her owners, the Indo-China Company, as well as her genial commander Capt. W. P. Parker are to be congratulated on the performance. May the *Kwong Sang* make her next century with the same success!

The *Asia* being with us again, perhaps one of the officers will favour the public by answering the questions in the following letter which we find in a Manila contemporary to hand by the latest mail—

"Having noted, in the *Hongkong Daily Press* of December 10th, that the *s.s. Asia*, due here to-day, after encountering a typhoon, when cleaning tubes, found that sixteen fish had got down the funnel, in the interests of all concerned I would ask: Did these fish jump down the funnel for shelter and warmth, or were they merely dipped up as the ship rolled, and also, what description of fish were they—dolphins, porpoises or whales? Any information in this respect will oblige yours cheerfully.—ENQUIRER.

P.S. Also were the fish properly cooked when found, and were they served as a part of the *Asia's* famous cuisine?

On her last trip to Cebu the *s.s. Hoichow* rescued three Chinese seamen from a wrecked junk some 80 miles from Hongkong. The sailors were taken the round trip and back to Hongkong yesterday. A number of the inhabitants of Cebu entertained the seamen whilst the *Hoichow* was at that port, and before they left a collection was made on their behalf, and the sum of 300 pesos realised. The sailors were yesterday handed over to the Registrar-General.

The Pacific Mail liner *Mongolia*, on her last outward trip was christened "the royal yacht" at Honolulu on account of the number of royalties among its passengers. The passengers, of whom there were 556, included a queen, a princess, two princes and a viceroys, and from the liner's fore there fluttered the royal dragon flag of China. The liner looked like a yacht as it rounded off the cargo office in the early morning sunshine. Freight with a cargo that trimmed the hull to show its line to best advantage the *Mongolia's* paint work was fresh and the brass work shining. It was big for a yacht, but it looked the part just the same.

A certificate has been granted to the T.K.K. steamer *Chiyu-maru* by the Japanese Communications Department stating that the vessel is qualified to receive the bounty provided by the Steam Navigation Encouragement Law for a period from the 14th instant to November 26th next year. A similar certificate valid from the 15th instant to October 24th next year, has been granted to the N.Y.K. steamer *Hirano-maru*. Now in port on her maiden trip to Europe.

A somewhat serious collision occurred at Woosung last week, by which a cargo boat and a valuable cargo of hides were sunk and a number of coolies had narrow escapes from drowning.

The registered cargo boat No. 6, belonging to the Shanghai Tug and Lighter Co., was lying alongside the N.Y.K. steamer *Wakasa Maru*, unloading hides into the steamer for transshipment to Europe, and while the coolies were engaged in their work the M.B.K. steamer *Asoson Maru*, 1,217 tons, Captain Tsuiji, from Japan with a cargo of coal, was observed coming into Woosung at a good speed. She did not appear to be altering her course, but seemed to be making straight for the mail steamer alongside of which were a number of lighters. When it was seen that a collision was inevitable the coolies on boat No. 6 made a scramble to save themselves, some jumping on other boats, but before all of them could gain a place of safety the oncoming steamer struck the lighter a terrific blow, tearing the whole side out of the cargo boat, which sank in less than two minutes, leaving those of the crew who had not gained the *Asoson Maru*, when the collision occurred, floundering in the river. Fortunately there was no loss of life, though the boat will prove a total loss and her cargo of hides, even if recovered, will be badly damaged. The *Wakasa Maru* was not damaged but it is believed that the *Asoson Maru* sustained some slight damage, though not enough to prevent her from coming up river to her wharf. It is understood that the steering gear of the steamer in some manner became disabled and the ship refused to answer her helm.

The rumour recently circulated in the Japanese press that the Kawasaki Dockyard was to be purchased by the Government "owing to the unfavourable condition of the business" has been authoritatively denied by the Vice-President of the Company, who adds that at present there is plenty of work on hand in spite of the general financial and trade depression. The vessels under construction at the Dockyard ordered include two of 2,600 tons each for the Nippon Yusen Kaisha; three for the Osaka Shosen Kaisha; a torpedo-boat destroyer for the Imperial Navy; and four dredgers for the Government and Tokushima Prefecture. A steam turbine for a battleship building for the Imperial Navy is also being made at the Dockyard. At the Company's branch works, tramcars are being constructed for the Hiogo and Hanshin electric lines, locomotives and bridges for the Imperial Railway Board, the framework of a pier for Fusan, and pipes for the Osaka waterworks. The number of persons employed by the Company has steadily increased of late years and in every respect it may be regarded as a flourishing concern. The Vice-President also said that the Government was not in need of the Dockyard as it had very complete plants at Kure and Yokosuka, including facilities for the construction of five battleships at one time.

The London Daily Telegraph says:—Official announcement is made that the lead-line regulations for German shipping recently approved by the German Government will be accepted by our Board of Trade as sufficient, if complied with, to satisfy the requirements of the Merchant Shipping Act. In other words, when, next October, we proceed to enforce lead-line regulations against foreign ships, a German vessel which has complied with German regulations will not be liable to detention, as may be the vessels of other nationalities. In this way a good deal of friction, opening up endless possibilities of difficulty, is likely to be avoided. But that is not the least advantage. If two maritime countries like Great Britain and Germany can come to a reciprocal arrangement on this subject, it is not too much to hope for a general extension of the principle.

It is worth noting that the Port of London will next year include among the vessels regularly frequenting it no fewer than nine passenger steamers of the newest and largest class. There is first of all the *Minerva*, a twin-screw steamship of 14,500 tons just built for the Atlantic Transport Company. Then the P. and O. Company will have three brand new mail boats of 11,000 tons each, running to Australia in its mail service. The Orient Company will also be in possession of five new mail steamers, each of between 11,000 and 12,000 tons, which will also leave at regular intervals, in connection with the Commonwealth mail service. Altogether these nine boats will mark an addition of upwards of 100,000 tons of the most modern and up-to-date steam tonnage. This scarcely looks as though London is going to be left all behind in the race, notwithstanding the dismal predictions which have been uttered respecting the successful rivalry of the competing port of Southampton.

An indication that the outlook in regard to shipping is improving is provided by the fact that the White Star cargo service between New York and Liverpool, withdrawn nearly five months ago owing to depression, was resumed last month by the sailing from the Mersey of the steamer *Armenian*. At weekly intervals the *Georgic*, *Boric*, and *Victoria* will be despatched, thus bringing into operation 35,000 tons of shipping. The *Cevic*, now engaged on the Australian route, will also shortly rejoin the New York freight service.

The revival in shipbuilding remarks a London contemporary, is becoming more pronounced and there are prospects of fair employment at most of the shipyards during the winter.

On the Clyde and Tyne most of the yards are now well employed, and more work is expected. The inquiries which are in circulation have reference to several turbine steamers for the Italian State Railways, six steam launches for the Government of Uruguay, ten vessels for a Turkish company, and five steamers for the Russian Volunteer Fleet, which are to cost about £360,000.

At Belfast night shifts will be necessary to complete the work at present in hand, and when the vessels under construction are off the ways there are others to follow. In addition to the

two big White Star boats, Messrs. Harland and Wolff have secured an order from the Red Star Line, of Antwerp, for a 15,000-ton steamer for the New York service, in addition to other vessels of smaller size. So busy is this firm that intimation has been given to the Admiralty to the effect that Government work cannot be entertained.

Another Belfast concern, Messrs. Workman, Clark and Co., have received instructions to complete the six unfinished vessels on their hands for the Brazilian Lloyd, while other contracts have been secured which will keep them busy for greater part of next year.

Further evidence of improvement is a greater demand for material. Several mills which have been idle for many months have been restarted.

These all produce steel ship-plates and angles, and the fact that they are about to assume active operations serves to show that the shipbuilding outlook is at last promising.

## P. AND O. REPORT.

The report of the directors for the year ended September 30 states that the profit for the year is equal to 9 per cent. on the paid-up capital of £2,320,000. The directors remark that the mileage of the fleet is considerably under that of last year, owing to the number of cargo vessels being laid up instead of being run at a loss, in bad times. The report goes on to state that the operations raised by the seizure of the *Malacca* and the *Formosa* in the Red Sea, by a vessel of the Russian Volunteer fleet during the war with Japan. They were subsequently released through the prompt action of His Majesty's Government. It was difficult to assess accurately the damage inflicted on the company by this action on the part of the Russian Government, but the directors "gave chapter and verse" for a claim which they sent through the Foreign Office of £25,000 as damages in the case of the *Malacca* and the *Formosa*. The Secretary of State assured the directors that the claim could not be amended, was accepted, inadequate as it was. Some observations are made on the inquiry into shipping agreements carried out by the Royal Commission, and the statement submitted by Sir Thomas Sutherland, and the evidence subsequently given by him before the Commission, have been printed as an appendix to the report.

In their summary of the operations of the year the directors say, "At the close of the financial half-year, the directors were in a position to state that there had been no actual falling-off in the freight receipts, and if they had continued to run all the steamers at their disposal for the remainder of the year these receipts would probably have shown some advance over the figures of the previous year. But with the heavy cost of fuel and other supplies, and the lower trend of freight, it is certain that an increase in revenue would have been attended with a higher corresponding expenditure, and the directors therefore decided to lay up some of the cargo vessels rather than run them at a loss.

As the account stands, there is a falling-off in freight, as compared with last year, of £35,534, which is a little over 2 per cent. on the £1,555,615 revenue in 1906-7 under this head. Considering the general state of trade throughout the world, this cannot be held to be a large deficit, especially with a certain number of ships laid up. The different lines vary a little in their results, but the loss of revenue this year might, in fact, be superficially accounted for by the restricted movement of specie, which is a business entirely dependent on the exchange, and is in no sense within the company's control.

The passenger returns show an apparent increase of £17,244, but this is illusory, as, without the surtax imposed in consequence of the increase in cost of fuel and provisions, the deficit, as compared with last year, would have been considerable. Seeing that for the three years previous to that now under review the passenger traffic had continued to rise until it was £200,000 above its former limit, some slight reaction might perhaps have been anticipated, but the actual shrinkage during the past 12 months has been abnormal. The American crisis, the general depression in the value of securities, and the uneasiness in India have combined seriously to interfere with the movement of passengers.

The net result of the operations of the year shows a decline of profit, as compared with the preceding 12 months, amounting to £46,781. The additional charge for coal alone is £43,466, although the mileage is considerably under that of the previous year. The total excess of navigation charges amounts to £66,000, against which, happily, there are economies, the chief of which is a diminution of insurance claims to the extent of nearly £25,000.

The directors recommend the payment of a dividend on the Deferred stock at the rate of 6 per cent. and a bonus of 5 per cent., or 9½ per cent., making, with the dividend in June of 2½ per cent., a distribution of 13 per cent. on the stock for the year. A balance of £59,425 is carried forward.

## RAILWAY AND COMMERCIAL ENTERPRISE IN CHINA.

At the London Institution, Finlay-Argues last month, Mr. Ronalds, M.P., delivered a lecture on "Railway and Commercial Enterprise in China at the Dawn of the 20th Century." After alluding to the enormous mineral resources of the country, he said that at the present time the vast area of the country was traversed by thousands of miles of medieval communications, but it was in the direction of improved communications that China was making most headway under the stimulus of her growing ambitions. The first railways, which were built were constructed, controlled, and owned by foreign Governments, but China soon became alive to the danger of these political weapons in the hands of the foreigner.

After the war between Russia and Japan the changed attitude of China towards Europe was reflected in her railway agreements. Since the Canton-Kaulung loan agreement loan contracts had been arranged for the construction of two other important railways—namely, for the Tientsin-Pukow railway and the Hangchow Ningpo line. In these cases the railways were guaranteed by the Chinese Government, but the railways themselves were not mortgaged, as security, and the European experts had no position except that of employees in the service of the Chinese Railway Administration. He was by no means certain that the average investor in these two ventures realized how great was the change in the conditions under which he had invested his money and probably when it did fall fully upon him he would make up his mind that next time the Chinese wanted money they would have to offer him something more than an Imperial edict by way of security.

## EXEMPLARY SENTENCES.

Mr. J. R. Wood passed exemplary sentences on two natives at the Police Court yesterday, both defendants being found guilty of snatching jewellery from Chinese women. In the first case an old woman was walking along a lane at West Point with her granddaughter when the defendant went up behind her and snatched a gold ear ring from her ear, tearing the flesh of the ear as he pulled the jewel off. The complainant seized the thief, and with the assistance of a Chinese hawk took him to the Police Station. His Worship convicted the defendant on the evidence, sentenced him to twelve months' imprisonment and ordered that he receive twelve strokes of the birch on admission, and twelve on his discharge.

In the other case while a Chinese lady was examining some porcelain at a stall in Queen's Road a man snatched an ear pick from her coiffure and ran away. She gave chase, calling "thief" as she ran. A Chinese detective secured the snatcher and yesterday his Worship sentenced him to six months' imprisonment and 24 strokes of the birch, twelve on admission to jail and twelve on his discharge.

## SIR EDWARD GREY AND THE GERMAN CRISIS.

Sir Edward Grey, Secretary for Foreign Affairs, in the course of a recent speech referred in the following terms to the crisis in Germany—

"Since the Prime Minister spoke there has been one other matter abroad in certain debates in the German Parliament, which arose out of an article published in an English newspaper. That article has raised very interesting questions, but they are questions which, in the main, concern Germany, and upon which, therefore, it is not for us to comment, because foreign countries do not care to have their domestic affairs commented upon abroad, even though the comment may be favourable. Therefore, my only reason for introducing this subject at all is this—that the circumstances of those debates in the German Parliament were such as to cause the representatives of the various parties of the Reichstag to speak their mind with exceeding freedom. Any one who has followed those debates would have observed that not one word was said by the representatives of any party in Germany which indicated on the part of the Germans any hostility towards this or any other country. (Cheers.) I should like to say that that should be noted, should be appreciated, should be reciprocated and reflected in any language which is used in this country towards the German nation." (Renewed cheers.)

## CHINA A DESIRABLE MARKET.

VIEWS OF MR. F. LOOMIS.

"The Chinese market is going to be one of the greatest and most desirable in the whole world. It is growing better every day. The wealth and purchasing power of the Chinese people are increasing rapidly every year, and it seems to me that it is of the highest importance that we gain a substantial foothold in that market and hold it by virtue of the excellence, attractiveness and desirability of our products, and by reason, too, of our deserved reputation for fair dealing and for courtesy and generosity in business." This is the statement made by a representative of the San Francisco Club on November 22nd by Mr. Francis B. Loomis, commissioner general of the United States to the Tokyo exposition and former assistant secretary of state.

After an extended tour of Japan and China as the United States government's representative to confer with the Japanese exposition commission concerning arrangements for the big affair, Mr. Francis B. Loomis returned to the United States. While he declared that the United States has an excellent opportunity to gain the cream of China's trade, he warned American shippers that they must attain a high standard of perfection in the preparation of products for Chinese consumption. At the present time, he declared, American products have been given a somewhat bad name because of the poor condition in which much of the exports reach China.

"I heard from a number of authoritative responsible sources, both in China and Japan that in all the great oriental commercial centres, such as Shanghai, Canton, Hongkong and Yokohama, that there is a general complaint in respect to the careless and wholly unsatisfactory manner in which much of the American dried fruits, preserved fruits, crackers and like articles are packed and shipped to these far eastern markets. Two of the important men in China, one a great merchant and the other a banker, stated to me that the Chinese are very fond of American canned preserves and dried fruits and that the market for the latter might be almost indefinitely increased by the arrival in oriental ports American dried fruits are found to be either moldy or in a wretched condition."

That Japan's emigration policy has been altered to a noticeable extent is evident, according to Mr. Loomis. He declared that the imperial government has adopted the policy of keeping its people at home and to discourage emigration to foreign countries. Especially is the government anxious to check the flow of Japanese to America and South America.

## SNOW IN JAPAN.

A train carrying about 125 passengers, says a Kobe paper, which left Hirasaki Station at 3.30 on the afternoon of December 14, encountered a great snow storm when about two miles from Hirasaki. It was impossible to see even six feet ahead, and eventually the train ran into a huge snow drift which had been piled up by the wind, and was brought to an entire standstill. The snowfall steadily increased, and for a time there was some danger that the passengers would be frozen to death, but, fortunately, the officials at the nearest stations, on learning of the mishap, hurried coaches to the aid of the train, and at the end of an hour it was again able to move forward. At the next station steam pipes were heated to give relief to the half-frozen passengers, none of whom came to any harm.

## LATEST STEAMER MOVEMENTS.

The M.M. str. *Sydney* with the French Mail of the 6th inst., and mails from London of the 5th inst., left Singapore on the 28th inst. at 4 p.m., and may be expected to arrive here on Monday morning the 4 prox., and will leave for Shanghai and Japan on the same afternoon. The mails from Hongkong per T.K.K. str. *Nippon Maru* on 28th inst. were delivered in San Francisco on the 25th inst. The C.P.R. str. *Empress of India* left Yokohama at noon on Sunday the 27th inst. for Victoria and Vancouver. The C.P.R. str. *Empress of Japan* arrived Nagasaki at 9 a.m. on Monday the 28th inst., and left again at 4 p.m. same day for Shanghai where she is due to arrive at 4 a.m. on the 30th inst.

## THE SHANGHAI ARSON CASE.

The trial of Paul Floor was concluded last week in the Supreme Court at Shanghai. Accused was charged with feloniously, unlawfully and maliciously setting fire to dwelling-house No. 131 Range Road with intent thereby to defraud on October 15, 1908. The Jury found the prisoner guilty. Mr. Justice Bourne in passing sentence said:—Paul Floor, you have been tried and quite rightly convicted of one of the worst crimes that a man can be guilty of. It seems to be worse than murder—certainly than murder in hot blood. It is not only the absolute disregard of human life. I shall have to sentence you to two years' imprisonment with hard labour.

When it appeared that the curtain had rung down on the actions of Paul Floor for at least another two years and nine months a sensational and unexpected incident took place, the N.C. *Daily News* says. After sentence, which was pronounced about 6 p.m., Floor left the Court in the custody of the Chief Constable of the goal. It was dark at the time, and raining heavily, and as His Majesty's Government does not provide vehicles for taking prisoners back to their homes, and forwards between the goal and the Court, there was no alternative but to walk back or put the prisoner in a ricksha. His custodian chose the latter course, and put his charge into a ricksha, at the corner of Yuen-ming-yuen and Peking Roads. Then, jumping into a second ricksha, he followed, as he thought, close behind. At the end of Peking Road, however, the first ricksha turned off in the wrong direction, and when the Constable jumped out, and stopped it, he discovered that the occupant was not Paul Floor. The police were at once informed by telephone, and throughout the evening a vigorous search was made for the convict. At 12.50 a.m. Floor was recognized by P.C. Willis riding in a ricksha near the Hongkew Fire Station and was promptly arrested.

In another issue our contemporary observes:—Now that the charge of arson against Paul Floor has been dropped, it would be interesting to know whether any steps will be taken against Mrs. von Herpe (the landlady of the boarding house in which the fire occurred). Mr. Bourne in summing up at the conclusion of the Floor case said, "If he is guilty, she is guilty too." A clear prima facie case of conspiracy has been made out. If Mrs. Herpe were a British subject she would have been charged with the accused, but as we cannot control other tribunals, our Courts have to do their duty and leave them to do their duty. Mr. von Herpe is a Russian. We understand that the police have already made two applications for her arrest, but that on each occasion a warrant was refused.

## FOOCHOW RACES.

The *Foochow Echo*, reporting the races, says it must be many years since Foochow has seen so many first class ponies in a race course, and has been fortunate enough to have sufficient riders at hand to fulfil all demands.

Owing to the indefatigable labours of the popular clerk of the course, the track was in excellent condition in spite of the rains of the previous week.

The racing generally was excellent and owners and jockeys should alike feel satisfied.

The last half mile, 1.01, in the Hongkong Cup was excellent and what was otherwise a slow race resulted in an excellent finish.

What was probably one of the best finishes of the meeting was seen in the last race of the third day, viz. the Ledger Cup. Away to an excellent start, *El Orillo* took the lead at the back straight and led away until the home straight, was reached when he was challenged by *Spots with Frosty Morn* close behind. It looked as though nothing could save a dead heat, but in the last stride or two *Spots* went ahead and was declared winner by half a head, about a head separating second and third. The Champions resulted in an easy win for *Heracle* the issue never being in doubt for one moment. This pony therefore adds another "Champion" win to his list, making the fourth, and his running at this meeting has quite justified his previous performances in Hankow.

A most regrettable accident occurred on the second day in the Foochow Stakes. Mr. Gresson bumped the rails and broke and bruised his leg very badly. He luckily stuck to his mount and rode a good second on *Mohawk Chief*. He was taken to the Hospital for treatment.

## PLACED PONIES.

	1st	2nd	3rd
Heracle	4	0	0
Capital	3	1	2
Kirkby	2	1	1
Marvellous	2	1	0
Piper	2	0	1
Frosty Morn	1	3	2
Raffles	1	3	0
Mohawk Chief	1	2	0
Kangaroo	1	1	2
Sport	1	1	1
Kandahar Chief	1	1	1
Superb	1	0	1
Gambetick	0	3	1
Dabchick	0	2	3
El Orillo	0	1	1
Ian	0	0	1
Muskie	0	0	3
	21	21	10

## PLACED RIDERS.

	1st	2nd	3rd
Mr. Dupree	7	2	0
" Quelch	5	3	6
" Brand	4	4	4
" Wily	2	6	2
" Gresson	2	3	2
" Schnorr	1	3	6
	21	21	20

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 28th at 11.55 a.m.—The depression is moving away over the Pacific to the E.N.E. of the Bonins, and the barometer has risen considerably in S. Japan.

Pressure has increased slightly in S. China and given way moderately in N. China. Another depression is probably advancing towards Manchuria from the Westward. Pressure is highest over the Yangtze valley.

Fresh to moderate monsoon may be expected in the Formosa Channel and strong monsoon over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood. { N.E. winds, fresh to mod't; fine.

Formosa Channel. { Same as No. 1.

South coast of China between Hongkong and Iannocks. { Same as No. 1.

South coast of China between Hongkong and Hainan. { Same as No. 1.

## EYES TREATED AT TWO HOSPITALS

For Over a Year, but Baby Girl Grew Worse—Mother Followed Friendly Advice and There Has Been No Return of Disease for Three Years.

## ONE BOX OF CUTICURA MADE PERMANENT CURE

"When my little girl was a few months old, her eyes began to get sore. Thinking it was from her teeth, I was in hopes of her getting better, but as they did not, I decided to get medical aid. The cure was made for her by the use of Cuticura. I had only attended that institution a short time when a Mrs. Tread stopped me on the street and told me that Cuticura Ointment had cured her boy and advised me to try it. I commenced using it that very night. The cure was made for her by the use of Cuticura Ointment. My little girl was then three years old. She is now six and we have never had the least trouble with her eyes since. I trust this letter may be the means of others being cured as my little girl has been. Mrs. F. Phillips, 1111 Broadway, New York, N.Y., Aug. 3, 1907."

Complete external and internal treatment for every humor of infants, children, and adults consists of Cuticura Soap to cleanse the skin, Cuticura Ointment to heal the skin, and Cuticura Pills (chocolate coated) to purify the blood. A single set often cures.

Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases. Sold throughout the world. London: 37, Charles Street, E.C.4. Paris: 8, Rue de la Paix. Australia: 111, Queen Street, Sydney. India: 111, Cross Street, Calcutta. Singapore: 111, Cross Street, Singapore.

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## THE JAPANESE REBATE ON SUGAR.

## REPEAL OF DUTY ON UNREFINED SUGAR URGED.

Referring to the rebate on sugar duty, which has been one of the important questions in the forthcoming session of the Diet, the *Jiji Shimbun* says that the operation of the sugar duty rebate law now in force will expire in March 31st, 1909, and much discussion is now going on as to the advisability or otherwise of continuing it in force. According to the provisions of an existing law, in the event of refined or rock sugar being manufactured and consumed in the country from imported material below No. 8 Dutch standard, a rebate of ¥1.45 per 100 lbs is allowed, while on qualities between Nos. 8 and 15 the rebate varies from ¥1.35. If the sugar is exported the rate of rebate allowed is ¥1.65 and ¥2.25 respectively. The repeal of the law will greatly affect the interests of sugar manufacturers, and it is not therefore surprising that they should do their utmost to ensure its continuance. The present rebate is based on the import duty on unrefined sugar, the arrangement being that in case of export the whole of the duty, and in case of domestic consumption about 10 per cent. less than the duty is to be returned. This complicated system of rebates is due to the desire of the government to afford protection by means of a tariff policy to manufacturers of refined and unrefined sugar at the same time. All sugar below No. 15 Dutch standard is used exclusively as material for refined sugar, and if the Government was desirous of encouraging the sugar industry the importation of unrefined sugar should have been allowed duty-free. The existence of the import duty on the product, however, was suggested by the desire to protect Japanese manufacturers of unrefined sugar against foreign competition. Properly speaking, continues the *Jiji*, the duty on refined sugar should also be increased to a certain degree so as to compensate sugar manufacturers for the loss they are obliged to incur by the use of materials which are taxed. The Government, however, is unable to do this owing to the existence of the Conventional tariffs, and it has consequently been compelled to resort to the complicated system of rebates now in operation.

So long as the Government aims to protect manufacturers of both refined and unrefined sugar against the Conventional tariff stipulations, continues the *Jiji*, the existence of such a system of rebates is inevitable. It must be presumed that the cause of all the trouble is to be sought in the existence of an import tariff on unrefined sugar. If this was abolished the question would be easily solved, as there would be no necessity for retaining the system of rebates now in force. Some may think that the free importation of unrefined sugar would damage the Japanese industry, but the latter has now progressed to such a stage as to be able to hold its ground against the foreign product, which, though it may be admitted duty-free, is handicapped by freight and other burdens. Even supposing it were necessary, to retain the import duty on unrefined sugar there would seem to be no necessity for effecting a rebate amounting to almost the whole of the duty on refined sugar intended for domestic consumption. Altogether, concludes the *Jiji*, the rebate law requires a thorough revision, as its interpretation at present means much loss to the country.—*Japan Chronicle*.

## JAPAN'S MONOPOLIES.

The following are the estimates of revenue and expenditure of the Monopoly Bureau for next fiscal year—1909-10—

	Revenue.	Expenditure.
Tobacco	¥75,330,000	¥51,730,000
Salt	25,590,000	14,940,000
Campfire	1,260,000	1,259,000

Total ¥102,180,000 ¥47,929,000

It will be seen that it is estimated a profit of ¥1,000,000 will be obtained next year on the monopoly—some small amount on a turnover of a million and a quarter, but even so an optimistic forecast. Both in salt and tobacco "profits" shown arises from an increase in price, or, in other words, it is not profit but taxation.—*Japan Chronicle*.











## SHIPPING.

## ARRIVALS.

ASIA, American str., 2,935, Grankroger, 28th Dec.—San Francisco 1st Dec. Mails and General—O. & O. Co.  
 DAIJIN MARU, Japanese str., 1,580, I. Sakurai, 28th Dec.—Swatow 27th Dec. General—Osaka Shosen Kaisha.  
 HALENE RICHMOND, German str., Betting, 28th Dec.—Moji 22nd Dec. Coal—Mitsui Bussan Kaisha.  
 HIRANO MARU, Japanese str., 5,232, H. Fraser, 28th Dec.—Yokohama 16th Dec. Rice and General—Nippon Yusen Kaisha.  
 KWONGSANG, British str., 1,422, Palmer Baker, 28th Dec.—Shanghai and Swatow 27th Dec. General—Jardine, Matheson & Co.  
 ORANGE, British str., 2,197, J. McCalland, 27th Dec.—Sydney via ports 17th Nov. Sleepers and General—Dodwell & Co.  
 PRINCE OF WALES, British str., 1,065, J. H. Scott, 28th Dec.—Swatow 23rd Dec. General—Chiaochoo.  
 LINAN, British str., 1,350, C. C. Williams, 28th Dec.—Wuhu via Chinkiang and Shanghai 24th Dec. Rice—Duttonfield & Sons.  
 HAYRE & HAMBURG VIA STRAITS, &c. S. J. Payne, 28th Dec.—Manila 24th Dec. General—Jardine, Matheson & Co.  
 TAKAKAKI MARU, Jan. str., 2,943, Mackay, 28th Dec.—Kobe 20th and Moji 22nd Dec. Dec. General—Nippon Yusen Kaisha.  
 WAHSHING, British str., 1,170, W. R. Richard, 28th Dec.—Chinkiang 24th Dec. General—Jardine, Matheson & Co.  
 ZAFIRO, British str., 1,619, R. Redgar, 28th Dec.—Manila 24th Dec. General—Shewan, Tomes & Co.

## CLEARANCES.

## AT THE HARBOR MASTER'S OFFICE.

28th December.  
 Ariaki Maru, Japanese str., for Amoy.  
 Benarich, British str., for Nagasaki.  
 Bonerich, German str., for Sandakan.  
 Chongching, British str., for Swatow.  
 Helene, German str., for Swatow.  
 Linan, British str., for Canton.  
 Mathilde, German str., for Haiphong.  
 Moyane, British str., for Singapore.  
 Scania, German str., for Colombo.

## DEPARTURES.

28th December.  
 CHINKIANG, British str., for Amoy.  
 HIRAN FUNG, Chinese str., for Shanghai.  
 KWONGSANG, British str., for Canton.  
 LANDRAZ SCHEFF, Ger. str., for Canton.  
 MEKONG, Chinese str., for Canton.  
 PROTUS, Norwegian str., for Canton.  
 RAINEAR, Norwegian str., for Canton.

## SHIPPING REPORTS.

The British str. Linan reports: Strong N.E. Easterly winds and fine weather.  
 The British str. Kwonggang reports: Light Northerly wind, smooth sea, fine and clear weather.

## VESSELS IN DOCK.

December 28th.  
 ABERDEEN DOCK.—Dunoon, Hainan.  
 KOWLOON DOCK.—H.M.S. Vireo, Prinz Waldemar, Triumph, H.M.S. Fame, H.M.S. Janus, Toramya.  
 COSMOPOLITAN DOCK.—Derwent, Lockport.

## VESSELS ON THE BERTH.

## REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALACCA COAST).

## PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.  
 S.S. "SIKE" On 29th Dec.  
 FOR BOSTON AND NEW YORK.  
 S.S. "MUNCASTER CASTLE" On 19th Jan. 09  
 For Freight and further information, apply to DODWELL & CO., LTD., Agents.  
 Hongkong, 25th December, 1908. [1298]

## UNITED STATES &amp; CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK AND BOSTON VIA SUEZ CANAL.  
 (With Liberty to Call at Malacca Coast.)

## THE Steamship

"INDRAWADI."  
 Captain Williams, will be despatched as above on TUESDAY, the 5th January, 1909.  
 For Freight apply to JARDINE, MATHESON & Co., Agents.  
 Hongkong, 14th December, 1908. [1658]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
 (Calling at Port Darwin, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"EMPIRE."  
 Captain Helms, will be despatched as above on WED. DAY, the 6th Jan., at NOON, 1909.  
 This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
 For Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
 Hongkong, 29th December, 1908. [1681]

## "SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, ANTWERP AND HAMBURG.

## THE Steamship

"CARNARVONSHIRE."  
 will be despatched for the above Ports about end of January, 1909.  
 For Freight and Passage, apply to SHEWAN, TOMES & Co., Agents.  
 Hongkong, 25th December, 1908. [1695]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	EMERGENCY	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SICILIA	Brit. str.	—	C. W. Watkins, R.N.R.	P. & O. S. N. Co.	To-morrow.
LONDON & ANTWERP	GLENN	Brit. str.	—	Hamilton	McGREGOR, BROS. & GOW	On 6th Jan.
LONDON & ANTWERP	ASSAYE	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 8th Jan.
LONDON & ANTWERP	CARNARVONSHIRE	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 11th Jan.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	DEN OF OIGIL	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 11th Jan.
HAYRE & HAMBURG VIA STRAITS, &c.	ISTRIA	Ger. str.	k.w.	Luning	HAMBURG-AMERICA LINE	On 11th Jan.
HAYRE & HAMBURG VIA STRAITS, &c.	BARCELONA	Ger. str.	k.w.	Porselins	HAMBURG-AMERICA LINE	On 11th Jan.
HAYRE & HAMBURG VIA STRAITS, &c.	C. FRED. LAEISE	Ger. str.	k.w.	Wagner	HAMBURG-AMERICA LINE	On 11th Jan.
HAYRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 11th Jan.
HAYRE & HAMBURG VIA STRAITS, &c.	ADALUSIA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 11th Jan.
MARSEILLES, HAYRE & COPENHAGEN.	SIAM	Ger. str.	—	—	MELCHERS & Co.	On 11th Jan.
MARSEILLES, &c. via Ports of Call.	ERNEST SIMONS	Fr. str.	—	Girard	MELCHERS & Co.	On 11th Jan.
MARSEILLES & LONDON VIA POMBAY	MACEDONIA	Brit. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	On 11th Jan.
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	HIRANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 11th Jan.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SAPO MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 11th Jan.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BINGO MARU	Jap. str.	—	A. Christiansen	NIPPON YUSEN KAISHA	On 11th Jan.
NAPLES, GENOA, ALGERIA, GIBRALTAR, &c.	BUELOW	Ger. str.	—	H. Formes	MELCHERS & Co.	On 11th Jan.
NAPLES, GENOA, ALGERIA, GIBRALTAR, &c.	PRINCESS ALICE	Ger. str.	—	G. Rott	MELCHERS & Co.	On 11th Jan.
TELESTE, &c. via SINGAPORE, &c.	PERSEA	Aus. str.	—	Bartole	SANDER, WHEELER & Co.	On 11th Jan.
NEW YORK & BOSTON VIA SUEZ PORTS.	SIEK	Brit. str.	—	Williams	DODWELL & Co., Ltd.	On 11th Jan.
NEW YORK & BOSTON VIA SUEZ PORTS.	INDRAWADI	Brit. str.	—	—	JARDINE, MATHESON & Co. Ltd.	On 11th Jan.
BOSTON & NEW YORK	DODWELL & Co., Ltd.	Brit. str.	—	—	DODWELL & Co., Ltd.	On 11th Jan.
VANCOUVER VIA SHANGHAI JAPAN, &c.	CANADIAN PACIFIC R. Co.	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 11th Jan.
VANCOUVER VIA SHANGHAI JAPAN, &c.	CANADIAN PACIFIC R. Co.	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 11th Jan.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	NIPPON YUSEN KAISHA	Brit. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 11th Jan.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	NIPPON YUSEN KAISHA	Brit. str.	—	W. Thompson	NIPPON YUSEN KAISHA	On 11th Jan.
AUSTRALIAN PORTS VIA MANILA	NIPPON YUSEN KAISHA	Brit. str.	—	G. W. Eidy	NIPPON YUSEN KAISHA	On 11th Jan.
AUSTRALIAN PORTS VIA MANILA	NIPPON YUSEN KAISHA	Brit. str.	—	F. Isoko	NIPPON YUSEN KAISHA	On 11th Jan.
AUSTRALIAN PORTS VIA MANILA	NIPPON YUSEN KAISHA	Brit. str.	—	N. T. Holmes	NIPPON YUSEN KAISHA	On 11th Jan.
AUSTRALIAN PORTS VIA MANILA	NIPPON YUSEN KAISHA	Brit. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 11th Jan.
AUSTRALIAN PORTS VIA MANILA	NIPPON YUSEN KAISHA	Brit. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 11th Jan.
AUSTRALIAN PORTS VIA MANILA	NIPPON YUSEN KAISHA	Brit. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 11th Jan.
AUSTRALIAN PORTS VIA MANILA	NIPPON YUSEN KAISHA	Brit. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 11th Jan.
AUSTRALIAN PORTS VIA MANILA	NIPPON YUSEN KAISHA	Brit. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 11th Jan.
KOBE & YOKOHAMA	JAVA-CHINA-JAPAN LINE	Brit. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	On 11th Jan.
NAGASAKI, KOBE & YOKOHAMA	JAVA-CHINA-JAPAN LINE	Brit. str.	—	H. Trovbridge	JAVA-CHINA-JAPAN LINE	On 11th Jan.
JAPAN	JAVA-CHINA-JAPAN LINE	Brit. str.	—	A. E. Sandbach	JAVA-CHINA-JAPAN LINE	On 11th Jan.
CHEFOO & DAINY	JAVA-CHINA-JAPAN LINE	Brit. str.	—	Robertson	JAVA-CHINA-JAPAN LINE	On 11th Jan.
SHANGHAI	JAVA-CHINA-JAPAN LINE	Brit. str.	—	T. A. Hurst	JAVA-CHINA-JAPAN LINE	On 11th Jan.
SHANGHAI	JAVA-CHINA-JAPAN LINE	Brit. str.	—	T. Suruga	JAVA-CHINA-JAPAN LINE	On 11th Jan.
SHANGHAI	JAVA-CHINA-JAPAN LINE	Brit. str.	—	E. Malchow	JAVA-CHINA-JAPAN LINE	On 11th Jan.
SHANGHAI	JAVA-CHINA-JAPAN LINE	Brit. str.	—	H. S. Bradshaw	JAVA-CHINA-JAPAN LINE	On 11th Jan.
SHANGHAI	JAVA-CHINA-JAPAN LINE	Brit. str.	—	Rebutat	JAVA-CHINA-JAPAN LINE	On 11th Jan.
SHANGHAI	JAVA-CHINA-JAPAN LINE	Brit. str.	—	J. D. Andrews, R.N.R.	JAVA-CHINA-JAPAN LINE	On 11th Jan.
SHANGHAI	JAVA-CHINA-JAPAN LINE	Brit. str.	—	Block	JAVA-CHINA-JAPAN LINE	On 11th Jan.
SHANGHAI	JAVA-CHINA-JAPAN LINE	Brit. str.	—	Peter	JAVA-CHINA-JAPAN LINE	On 11th Jan.
SHANGHAI	JAVA-CHINA-JAPAN LINE	Brit. str.	—	de Brouwers	JAVA-CHINA-JAPAN LINE	On 11th Jan.
SHANGHAI	JAVA-CHINA-JAPAN LINE	Brit. str.	—	I. Sakurai	JAVA-CHINA-JAPAN LINE	On 11th Jan.
SHANGHAI	JAVA-CHINA-JAPAN LINE	Brit. str.	—	T. W. Richard	JAVA-CHINA-JAPAN LINE	On 11th Jan.
SHANGHAI	JAVA-CHINA-JAPAN LINE	Brit. str.	—	J. S. Rensch	JAVA-CHINA-JAPAN LINE	On 11th Jan.
SHANGHAI	JAVA-CHINA-JAPAN LINE	Brit. str.	—	W. O. Jones	JAVA-CHINA-JAPAN LINE	On 11th Jan.
SHANGHAI	JAVA-CHINA-JAPAN LINE	Brit. str.	—	Pasmore	JAVA-CHINA-JAPAN LINE	On 11th Jan.
SHANGHAI	JAVA-CHINA-JAPAN LINE	Brit. str.	—	Spink	JAVA-CHINA-JAPAN LINE	On 11th Jan.
SHANGHAI	JAVA-CHINA-JAPAN LINE	Brit. str.	—	A. W. Outerbridge	JAVA-CHINA-JAPAN LINE	On 11th Jan.
SHANGHAI	JAVA-CHINA-JAPAN LINE	Brit. str.	—	S. J. Payne	JAVA-CHINA-JAPAN LINE	On 11th Jan.
SHANGHAI	JAVA-CHINA-JAPAN LINE	Brit. str.	—	E. Somerville	JAVA-CHINA-JAPAN LINE	On 11th Jan.
SHANGHAI	JAVA-CHINA-JAPAN LINE	Brit. str.	—	P. H. Rolfe	JAVA-CHINA-JAPAN LINE	On 11th Jan.
SHANGHAI	JAVA-CHINA-JAPAN LINE	Brit. str.	—	R. W. Almond	JAVA-CHINA-JAPAN LINE	On 11th Jan.
SHANGHAI	JAVA-CHINA-JAPAN LINE	Brit. str.	—	F. Semblil	JAVA-CHINA-JAPAN LINE	On 11th Jan.
SHANGHAI	JAVA-CHINA-JAPAN LINE	Brit. str.	—	A. Mocker	JAVA-CHINA-JAPAN LINE	On 11th Jan.
SHANGHAI	JAVA-CHINA-JAPAN LINE	Brit. str.	—	E. J. Tead	JAVA-CHINA-JAPAN LINE	On 11th Jan.
SHANGHAI	JAVA-CHINA-JAPAN LINE	Brit. str.	—	Pender	JAVA-CHINA-JAPAN LINE	On 11th Jan.

## THE BANK LINE, LIMITED.

## CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA, B.C., SEATTLE &amp; TACOMA

VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
INVERIC	4,789	J. Boyd	On 14th January, 09
BOVERIC	4,445	Mathie	On 11th Feb., 09
SUVERIC	6,235	W. Shotton	On 11th March, 09

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 2nd December, 1908.

## NORDDEUTSCHER LLOYD. BREMEN

## IMPERIAL GERMAN MAIL LINES.

FOR STRAITS TO SAIL.

KUDAT & SANDAKAN ... "BORNEO" Capt. F. SHERILL Thursday, 31st Dec. at 8 A.M.

NAPLES, GENOA, ALGERIA, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG ... "BUELOW" Capt. H. FORMES Wed. day, 30th Dec., at Noon.

MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE ... "PRINZ WALDEMAR" Capt. F. ISERKE Thursday, 31st Dec., at 5 P.M.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA ... "PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW About Thursday, 31st Dec.

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELOHRS & Co., GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 29th December, 1908.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific to the "EMPIRE LINE" Saving 5 to 10 days' Ocean Travel, 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)	LEAVE HONGKONG.	ARRIVE VANCOUVER.
"EMPIRE OF JAPAN"	6,000	SATURDAY, 16th Jan.	5th Feb. 09
"EMPIRE OF CHINA"	6,000	SATURDAY, 13th Feb.	5th March 09
"EMPIRE OF INDIA"	6,165	TUESDAY, 2nd March	26th March 09
"EMPIRE OF JAPAN"	6,000	SATURDAY, 13th March	2nd April 09
"EMPIRE OF CHINA"	6,000	SATURDAY, 10th April	30th April 09
"EMPIRE OF INDIA"	6,000	SATURDAY, 1st May	22nd May 09

"EMPIRE" Steamships will depart from HONGKONG at 7 A.M.

S.S. "MONTAGUE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPIRE" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10 Intermediate on Steamers ... \$40 ... \$42 and 1st Class Railway ...

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGUE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pender Street and Praya, opposite Blake Pier.

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## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR STRAITS TO SAIL.

SHANGHAI, KOBE & YOKOHAMA ... "SYDNEY" Capt. Rebutat About 4th January.

MARSEILLES VIA PORTS ... "ERNEST SIMONS" Capt. Girard On 5th Jan. 1 P.M.

SHANGHAI, KOBE & YOKOHAMA ... "POLYNESIE" Capt. Broc On 18th Jan. P.M.

MARSEILLES VIA PORTS ... "TONKIN" Capt. Charbonnel On 19th Jan. 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from \$27.10s. up to \$71.10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to P. DE CHAMPMORIN, AGENT, Hongkong, 29th December, 1908. Queen's Building.

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## VESSELS ON THE BERTH

## "GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

## THE Steamship

"GLENHARN."  
 Captain Houghton, will be despatched as above on WEDNESDAY, the 6th January, 1909.

For Freight, apply to McGREGOR, BROS. & GOW, Hongkong, 19th December, 1908. [1673]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"ASSAYE."  
 Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, &c. on SATURDAY, the 9th January, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "INDIA," 8,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Teo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "PERSIA" due in London on the 20th February, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 28th December, 1908. [1]

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1898. [9]



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP via SINGAPORE, PENANG, ANG, COLOMBO, PORT SAID and MARSEILLES	SICILIA Capt. C. H. Watkins, R.N.R.	On 30th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NYANZA Capt. H. S. Bradshaw	About 2nd Jan.	Freight and Passage.
SHANGHAI	DELHI Capt. J. D. Andrews, R.N.R.	About 8th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ASSAYE Capt. C. L. Daniel	Noon, 9th Jan.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 23th December, 1908.

# CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG AND HAIPHONG	"HUPEH"	On 29th Dec., 10 A.M.
MANILA	"TEAN"	On 29th Dec., 3 P.M.
AMOI and SHANGHAI	"KASHING"	On 29th Dec., 4 P.M.
CHEFOO and DALNY	"HANYANG"	On 29th Dec., 4 P.M.
SHANGHAI	"SHAOHSING"	On 29th Dec., 4 P.M.
SWATOW, FOCHOW and SHANGHAI	"YUNNAN"	On 30th Dec., Noon.
MANILA	"TAMING"	On 5th Jan., 3 P.M.

MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

Telephone 36.

For Freight or Passage apply to—  
HONGKONG, 29th December, 1908.

BUTTERFIELD & SWIRE,  
AGENTS

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 29th Dec., Noon.
SHANGHAI	"HANGSANG"	Tuesday, 29th Dec., 4 P.M.
SHANGHAI	"FOOSHING"	Wednesday, 30th Dec., 4 P.M.
MANILA	"LOONGSANG"	Thursday, 31st Dec., 4 P.M.
MANILA	"YUENSANG"	Friday, 8th Jan., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Monday, 11th Jan., Noon.

FOR THE MANILA CARNIVAL.

FEBRUARY 2ND TO 9TH, 1909.

A Special Reduced Fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 29th January, and 5th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,  
HONGKONG, 29th December, 1908.

# OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMSUI VIA SWATOW & AMOI.	"DAIJIN MARU" Capt. I. Sakurai	TUESDAY, 29th Dec., at 4 P.M.

* SHANGHAI VIA SWATOW, AMOI & FOCHOW	"CHOSHUN MARU" Capt. T. Suvuga	THURSDAY, 31st Dec., at Daylight
-----------------------------------------	-----------------------------------	-------------------------------------

\* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 29th December, 1908.

T. ARIMA, Manager

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# DOUGLAS STEAMSHIP CO LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN" Capt. J. S. Roach	SWATOW, AMOI & FOCHOW.	TUESDAY, 29th Dec., at Noon.
"HAICHING" Capt. Passmore	SWATOW, AMOI & FOCHOW.	FRIDAY, 1st Jan., 09 at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 29th December, 1908.

1579

# NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE,  
COLOMBO AND PORT SAID.

THE Co.'s Newly Built Passenger Steamer

# "HIRANO MARU."

(Sister ship to the well-known "KAMO MARU") tons 9,000 gross reg., Captain H. Fraser, will be despatched as above on WEDNESDAY, the 30th DECEMBER, at Daylight.

Every known comfort provided on board for travellers. First-class state-rooms amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewards. Unexcelled service.

Cheapest passage rates to Europe and around-the-world.

For further particulars apply to—

NIPPON YUSEN KAISHA.

Hongkong, 24th November, 1908.

[1599]



# NIPPON YUSEN KAISHA.

## (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	SADO MARU Capt. Geo. Anderson	6227	WED'DAY, 6th Jan., 09 at Daylight
FORE, PENANG, COLOMBO, and PORT SAID	BINGO MARU Capt. A. Christiansen	6247	WED'DAY, 20th Jan., 09 at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA	SHINANO MARU Capt. K. Kawanishi	6398	TUESDAY, 5th Jan., 09 at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	TANGO MARU Capt. Wm. Thompson	7463	FRIDAY, 22nd Jan., 09 at Noon.
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU Capt. N. Mathieson	5076	FRIDAY, 19th Febr., at Noon.
KOBE	YAWATA MARU Capt. T. Sekine	3817	WED'DAY, 30th Dec., at Noon.
KOBE and YOKOHAMA	TAKASAKI MARU Capt. A. Mooker	4370	MONDAY, 4th Jan., at Daylight
NAGASAKI, KOBE and YOKOHAMA	WAKAMIYA MARU Capt. T. Yamawaki	4421	WED'DAY, 13th Jan., 09 at Daylight
	AWA MARU Capt. A. Keith	6309	WED'DAY, 20th Jan., 09 at Noon.
	YAWATA MARU Capt. T. Sekine	3817	

\* Omitting Yokohama.

† Fitted with Marconi's System of Wireless Telegraphy.

Through Passengers Tickets issued to the Principal Offices in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 29th December, 1908.

T. KUSUMOTO,  
MANAGER.

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# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOK.

# SWEDISH EAST ASIATIC CO., LD.

GOTENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE and COPENHAGEN	"SIAM"	Beginning of Jan., 09
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	Middle of Jan., 09

For Further Particulars apply to

MELCHERS &amp; CO.

Hongkong, 10th December, 1908.

AGENTS.

# HAMBURG-AMERIKA LINIE

## HAMBURG.

# EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:  
HOMeward.

FOR SHANGHAI, YOKOHAMA &amp; KOBE:

S.S. ANDALUSIA	3rd Jan. 09
S.S. SLAVONIA	17th Jan. 09
S.S. SAXONIA	27th Jan. 09
S.S. SPEZIA	8th Febr. 09

FOR ROTTERDAM & HAMBURG:	S.S. DEN OF OGIL	5th Jan. 09.
FOR HAVRE & HAMBURG:	S.S. ISTRIA	11th Jan. 09.
FOR HAVRE & HAMBURG:	S.S. BARCELONA	25th Jan. 09.
FOR HAVRE & HAMBURG:	S.S. C. FERD. LARSEN	28th Jan. 09.
FOR HAVRE & HAMBURG:	S.S. SLAVONIA	22nd Febr. 09.
FOR HAVRE & HAMBURG:	S.S. ANDALUSIA	27th Febr. 09.

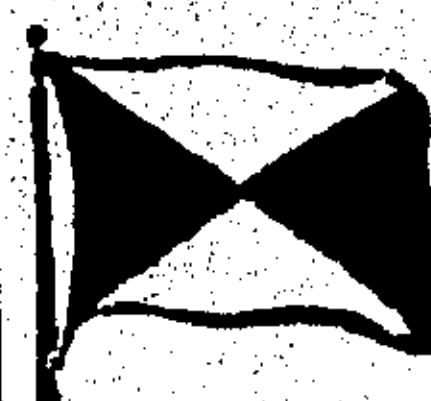
Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 21st December, 1908.

Hongkong Office.

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# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

# CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 2nd Jan., Noon.
RUBI	2540	R. W. Almond	Manila	On 9th Jan., Noon.

For Freight or Passage apply to—

SHEWAN, TOMES & Co.,  
GENERAL MANAGERS.

Hongkong, 29th December, 1908.

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# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COY.

# S.S. "MACEDONIA."

10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 20th, 1909, STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES	APRIL 17th.
LONDON	APRIL 24th.

FARES TO LONDON—

1st SALOON	£71.10	SINGLE	£106.14	RETURN.
2nd	£48.8		£72.12	

For further Particulars apply to—

E. A. HEWETT,

SUPERINTENDENT.

Hongkong, 24th November, 1908.

[1600]

PASSENGER SEASON 1909.

# IN 25 DAYS TO ITALY

BY THE

# MAGNIFICENT N.D.L. LINERS:

TONS REG.

"PRINCESS ALICE"	10,911	ON MARCH 10th.
Capt. G. Rott.		
"KLEIST"	9,000	ON MARCH 24th.
Capt. R. Meyer.		
"PRINZ LUDWIG"	9,630	ON APRIL 7th.
Capt. F. v. Binzer.		

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELCHERS &amp; Co.,

GENERAL AGENTS.

Hongkong, 1st December, 1908.

[1524]

# SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE  
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